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Approved For Release 2003/01/24 : CIA-RDP63-00313A000600100033-9

This document contains information
referring to Project **GLASS**

IDEA 0985-63

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8 January 1963

USAF Declass/Release Instructions On File

MEMORANDUM FOR THE RECORD

SUBJECT: Conversation with Don Flickinger on 7 January 1963

1. Don Flickinger called from the David Clark Company to seek a reaction to the following.
2. As background information, Don explained that during the past week end he had been in touch with the various AFSC personalities who are charged with the ten-day deadline established by General Le May on 4 January 1963 to develop the means whereby a U-2 pilot might be provided physical protection against the type of attack undergone by [redacted] Until this past week end, Don had not been accepted by AFSC as a member of the team concerned with this requirement. However, he feels they are now willing for him to participate; and he feels they will be responsive to his recommendations.
3. As a result of his discussions with David Clark on 7 January, Don was prepared to recommend that Wright Field's contract with David Clark be amended to authorize David Clark to proceed with development of some type of shielding for the pilot. The contract will be monitored by AFSC and probably Lieutenant Colonel Freese from Colonel Templeton's office.
4. Don felt that this was the most logical way to proceed and indicated that any useful techniques or information that might be developed would be readily available to the Agency. Don will continue to monitor these efforts and keep us informed. I told Don that I did not think we would have any objection to the foregoing.

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[redacted]

Executive Officer, OSA

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8 January 1963

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Dear

The following is the UR information from Det G for the month of November 1962

11-1 Main Landing Gear Signal Cut Out Relay , Part Number SP-IR207-A. Gear warning horn inoperative. Replaced with serviceable part.

11-2 Engine Ignitor Plug. Part Number P&W 265016, Stock Number 2925-554-6484. Plug would not fire. Replaced with serviceable part.

11-3 Receiver Transmitter Radio, Part Number RT-263/ARC-34, Stock Number 5821-505-0945. Radio intermittent. Replaced with serviceable part.

11-4 Two artifical Horizons. Stock number 6810-663-8800. Excessive Precession. Replaced with serviceable part.

11-5. Amplifier & Directional Gyro Ma-1. Part Number SP-107061-01. Auto-Pilot heading hold drifts 5 degrees left or right after turns. Replaced with serviceable part.

Sincerely

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8 January 1963

25X1A Dear

The following is the UR information from Det H for the month of November 1962.

11-1 INSTRUMENT, FUEL COUNTER, SP-BU-103104, Ser Nbr none. Flight time 100:00 hrs. Stuck during ground engine run. Replaced with serviceable part, Ser Nbr none.

11-2 INDICATOR, EGT, SP182-013-A100, Ser Nbr B561. Flight time unknown. Pilot reported erratic operation. Replaced with serviceable part, Ser Nbr 685.

11-3 AMPLIFIER, EGT, 6685-589-0073, Ser Nbr B2310. Flight time 264:05 hrs. Reported erratic operation. Replaced with serviceable part, Ser Nbr 771.

11-4 AMPLIFIER, EGT, 6685-589-0073, Ser Nbr 771. Flight time 4:15 hrs. Pilot reported erratic operation. Replaced with serviceable part Ser Nbr B514.

11-5 AMPLIFIER, EGT, 6685-589-0073, Ser Nbr B514. Flight time 3:40 hrs. Erratic operation in flight and jumped 100 degrees. Replaced with serviceable part Ser Nbr B969.

11-6 GENERATOR, A. C., SP-R329-3, Ser Nbr PY766. Flight time 16:25 hrs. A. C. system failed during flight. Overheat indication on wire coil near mounting base. Replaced with serviceable part Ser Nbr DX 711.

11-7 REGULATOR, A. C. VOLTAGE, SP-R329-7, Ser Nbr 3. Flight time 53:25 hrs. A. C. system failure in flight. Regulator indicated signs of overheating, burned wiring and insulation. Replaced with serviceable part Ser Nbr none.

11-8 INVERTER, MAIN SP-R419-2, Ser Nbr 7210. Flight time 63:15 hrs. Ground check indicated fluctuating output from inverter. Replaced with serviceable part Ser Nbr 7386.

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11-9 AIR SPEED INDICATOR, SP-60-4962 (1701-CX-04), Ser No AF55-16683. Flight time unknown. At a specific altitude, pilot reported a 25 knot spread between air speed and Mach number. Replaced with serviceable part Ser No. AF52-2904.

11-10 OIL PRESSURE TRANSMITTER, 6620-690-8653, Ser No. AF60-150. Flight time unknown. Cannon plug connection pulled loose from body of transmitter. Replaced with serviceable part Ser No. AF60-121.

11-11 INDICATOR, ATTITUDE INTEGRAL STABILIZER, 6610-663-8800 (14602-1J-F1), Ser No. 55-34480. Flight time unknown. Pilot reported recovery too slow in flight. Replaced with serviceable part Ser No. 55-36542.

11-12 TRANSMITTER, FUEL COUNTER, SP-H22, Ser No. 376284-M1. Flight time 54:55 hrs. Pilot reported erratic readings on instrument in cockpit. Replaced with serviceable part S/N 373692-M1.

11-13 HYDRAULIC PUMP, ENGINE DRIVEN, SP-66YC300, Ser No. MO-8. Flight time 536:10 hrs. Pressure output constantly on low side. Replaced with serviceable part Ser No. DO135-JO.

11-14 TRANSMITTER, HYDRAULIC PRESSURE, 6685-663-8566, Ser No. 53-4309, Flight time unknown. Transmits erratic readings to cockpit gage. Replaced with serviceable part.

11-15 GAGE, HYDRAULIC PRESSURE, SP-MS-281010-5, Ser No. 51-46597. Flight time unknown. The gage read incorrectly at zero with no pressure in system. Replaced with serviceable part Ser No. 52-70468EO.

11-16 REGULATOR, COCKPIT AIR FLOW, SP-106380-2, Ser No. 86P-170. Flight time 52:20 hrs. Cockpit pressure fluctuates, probably from regulator hunting. Replaced with serviceable part Ser No. 86P-176.

11-17 INDICATOR, ATTITUDE INTEGRAL STABILIZER, 6610-663-8800 (14602-1J-F1), Ser No. 55-36542. Flight time 6:40 hrs. Indicator did not return to level position. Replaced with serviceable part Ser No. 55-36222.

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11-18 MAG AMPLIFIER, SP-47532-3, Ser No. 56-162, Flight time unknown. Allows cockpit pressure fluctuation. Replaced with serviceable part Ser No. 56-157.

11-19 TRIPLETT MULTIMETER, MODEL 630, MP-10702, Ser No. 22453. Item replaced due to improper operating resistance scales.

11-20 VGPO GENERATOR, GA-2785-1, Ser No. 1. Item turned in for repair as was unable to adjust output up to required 75 volts.

11-21 VGPO GENERATOR, GA-2785-1, Ser No. 8. Item not operating. No spares parts in FAK. Apparently it is not the intention of the supplier that repairs be made on this item in the field. Item returned as a complete unit.

11-22 PULSE DETECTOR, GA-SC2784-1. Item turned in for repair. Replacement transistors not in FAK.

11-23 CONFIGURATION "B" FILM, O-11-6000, Emulsion number 188-1-5-4-12-5-2. Film was found to be telescoped slightly when it was pre-flight inspected for a mission. Film was marked for use on training missions only, on this mission the film being telescoped on the supply spool caused pressure on the inner flange of the take up spool causing it to drag enough to cause a film jam on the metering roller.

11-24 ACTUATOR, HK-789811, Major assembly HK-739310, Tension Sensor Box. In conjunction with the malfunction 11-23 the direct 28 volt switch actuator was weakened so much that the actuator did not close switch HK-730129-75 which would have putout full 28 volts to the take up motor. HK-789811, Actuator are known to change after use and are inspected after each mission. It is believed that the actuator failure of the film jam, 11-23 and would not have occurred in normal operation.

Sincerely

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